

CLASSIFICATION SECRET

COUNTRY Austria (Soviet Zone)

TOPIC Twenty Sixth Soviet Air Force Supply Depot in Korneuburg

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REMARKS

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1. The 26th Soviet air force supply depot in Korneuburg (0 49/S 30) was located just north of the Korneuburg - Mistelbach (P 49/S 53) railroad line and east of the road to Loebendorf (0 49/S 31). \* The depot designation Voyenska Chas Polovaya Posta 2013. 26 Sklat was seen on a document.
2. It was learned from other drivers that the superior headquarters of the depot was in Liesing (0 49/X 30).
3. The depot included the administration, the paymaster office, the officer detail, the guard detail, the motor traffic section, and the fire department.
4. About 20 officers were attached to the administrative section and the paymaster office. The officer group, which was in charge of administrating and maintaining the supplies stored in the depot, comprised about 150 officers ranking from lieutenant to captain. They wore blue service color, many of them with air force insignia on the collar patches. The guard detail included about 70 MM wearing blue epaulets. The motor transport section consisted of eight Soviets and three civilian employees. There were 15 motor vehicles, most of them trucks of various types. The fire department was composed of one officer and 30 MM. The age of the officers ranged between 28 and 35 years. It was learned from conversations that they were all professional officers, formerly flying personnel, who were now incapable of flying because of sickness or wounds suffered in action. Several officers were badly wounded. The officers of the staff were between 40 and 60 years of age, and also professional soldiers. As far as could be determined, there were all Ukrainians. The MM, exclusively trained soldiers and Ukrainians, were 18 to 26 years old. No recruits were trained at the depot. Several young officers were transferred back to the U.S.S.R. and were replaced by older officers.
5. The following officers were identified in the depot:
  - a. Major Usachov, (fmu), head of the installation, 45 years of age, married, Catholic, 185 cm tall, slender, black hair, round red colored face, small nose, one or two gold front teeth. He was quartered in the first house left of the depot in direction to town. He was an Ukrainian and professional officer.

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b. Captain Narotsiuk, (fmu), chief paymaster office, 40 years of age, married, has one son and one daughter, catholic, 180 cm tall, athletic appearance, has brown thinning hair, an oblong face, a straight nose. He was an Ukrainian professional officer and lived in town. [redacted]

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[redacted] loved wine and women.

c. Major Salat, (fmu), chief of labor unit, was 58 to 60 years old, 165cm tall, stout; he had grey thinning hair and a round face with a straight nose. This Ukrainian professional officer [redacted]

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d. Major Orlovski, (fmu), was attached to the staff. He was 50 years of age, 175 cm tall, and fat. He had gray hair, his nose was straight and pointed, and his complexion was sallow. Orlovski was Ukrainian and a professional officer. [redacted]

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6. Stored items repeatedly observed at the depot included aerial cameras the size of a portable typewriter, fitted with a tubular device, about 20 cm long, tapering toward the end; radial aircraft engines, stored in half packed condition; aircraft tires; radio sets, about 6" x 90 cm; parachutes, hanging from a scaffold; and winter equipment for pilots, such as lined suits, fur caps etc. \*
7. An average of five railroad cars loaded with supplies arrived every month. Outgoing items were picked up by the receiving units on their trucks. All trucks entering and leaving the depot belonged to the air force.
8. About 50 Soviet-made maintenance trucks, including some trucks with mounted power units, were parked in the depot. The maintenance trucks were equipped with lathes, welding apparatus, etc. All items of equipment were greased.

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9. Depot duty schedule:

5 a.m.	First call.
5:30 to 7 a.m.	Calisthenics and rifle drill.
7 to 8 a.m.	Mess call.
8 to noon	Routine work in the depot.
9 a.m.	Officers' conference for about 30 minutes.
Noon to 2 p.m.	Rest period.
2 p.m. to 5 p.m.	Routine work in the depot.
5 p.m.	Officers' conference for about 30 minutes.

During the morning lectures were given to the officers in groups of 20. These lectures were called twini-atie (class).

10. There was very strict discipline among officers and N.C. Even minor failures in duty were sentenced with confinement, without regard to rank. No torture was observed. Officers were permitted to leave the depot as soon as they were off duty, if required special permits.
11. The depot was off limits to all strangers. Even N.C. were not allowed to move freely in the storage buildings, but were supervised by an officer. Entering the depot, matches, lighters, and cigarettes had to be left on receipt at the gate.
12. The food was plentiful, but even though the N.C. were served meat once and often even twice a day, they said it was insufficient.
13. In 1946 officers were given 60 percent of their pay in Austrian currency. When this was reduced to 50 percent in early 1947, and the remaining 10 percent was paid to saving accounts in the U.S.S.R., the officers were extremely displeased.

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14. The NK were quartered in temporary buildings. They slept in single beds instead, as they should have, in double deckers. Every man had a German army cabinet. Most of the married and single officers lived in private houses in town, and only some single officers lived in the depot area. Regardless of the number of children, each family was granted only one room. In the spring of 1948 all dependents were returned to the U.S.S.R., as they were not allowed to stay in Korneuburg under new regulations. Only the wives of the civilian employees (chiefs of GATA enterprises) were permitted to remain.

15. The morale of the officers and NK was greatly influenced by the propaganda. They were convinced that they were members of the strongest army of the world. Their attitude toward the work, however, did not correspond with their propaganda, as they did merely enough work to escape punishment. As long as they had enough money and food, the morale was high. Civilian drivers were asked by their Soviet colleagues not to work too much, so that their small work performance would not be noticed.

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\* [redacted] Comment. For location of depot, see Annex 1. For layout of plant, see Annex 2.

\* [redacted] Comment. The Soviet air force supply depot in Korneuburg has been known since 1947. The depot is now confirmed as a central depot of the 2nd Air Army. Except for the existence of the depot and the fact that supplies were picked up at the depot by all Soviet air bases in Austria, the data of this report, although credible, are not confirmed.

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